

*After the storm . . .*

**CLEANING UP**--Jim Butler, a highway maintenance worker with the Highway Division's District 1, Astoria, heaves brush off U.S. Route 26 after an early

December windstorm. The storm blew down trees onto the highway and flooded coastal areas, causing temporary road closures.

## Windstorm blows trees onto U.S. 26

Winds whipped through northwestern Oregon in early December, causing trees to fall onto roads and floods to temporarily close coastal routes.

U.S. Route 26 was closed up to an hour in sections as Highway Division crews cleared fallen trees from the roadway, according to Nels Osterholme of the District 1 office, Astoria.

Winds of up to 80 mph also downed power lines on U.S. 26.

Traffic was either routed along

the shoulder or was delayed while crews hauled away the fallen timbers.

Osterholme also said that at least two low-lying sections of roadway were flooded during the same Dec. 10 storm.

Those areas included a one-half-mile section of U.S. 101 south of the Tillamook city limits, and a smaller area of state Route 6 east of Tillamook.

Both areas were closed about 10 hours, he said.

That storm later brought snow to most sections of the state, and the Highway Division's maintenance crews and equipment responded.

Eighty-three crews, ranging in size from six to 25 people, worked two to three shifts around the clock to keep the roads drivable.

That effort required an estimated 900 pushplows, 600 sanders, 78 all-wheel-drive plow trucks and 50 rotary snow plows.

## Auditors set study priorities

The Secretary of State's Audit Division has set priorities for the upcoming year-long review of the Highway Division's performance.

The performance audit provision was added to House Bill 2112, considered the largest roads finance package in Highway Division history.

Auditors have listed how the division contracts-out maintenance work and, generally, its ability to do maintenance work as its top two priorities.

In reporting to the Joint Interim Committee on Revenue and School Finance in early December, auditors said investigation of those two areas will take about 10 months.

In the spring, the committee expects to prioritize the remaining four audit concerns. Those include the evaluation of the Highway Division's:

- Fleet maintenance, including its procurement procedures and practices to ensure the most economical and efficient use of division resources;

- Management of project development for highway and bridge construction, specifically its ability to monitor, control costs and schedule those projects in their development process, and the division's use of consultants in the project development process;

See Audit, Page 5

## Camping fee hike designed to offset surcharge repeal

The \$2 extra fee charged to non-resident campers in Oregon's state parks was eliminated, effective Jan. 1.

Repealed by the 1987 Legislature, the 10-year-old fee had generated bitter attitudes and publicity for the state.

It also generated about \$440,000 in revenue annually for the division.

Parks received preliminary approval from the Transportation Commission at its December meeting to increase summer rates \$1 to offset the loss.

If passed, new rates are expected to generate an additional \$580,000 per year, according to Steve Johansen, operations support manager for Parks.

Under the proposed fee schedule that would be in effect from May 9 through Oct. 2, campers would pay \$10 for full hookups, \$9 for electrical hookups, \$8 for a tent site and \$7 for a primitive site.



"TWO DOLLARS!?! DO YOU THINK I'M MADE OF MONEY?!?!"

**POKING FUN**--Cartoons such as this one portrayed the animosity generated by the \$2 surcharge (Drawing by Bill Sanderson).

Other miscellaneous camping fees also would be changed, including a \$1 increase in hiker/biker camping to \$2 a night; a \$10 raise in group camping to \$30; and a \$1 hike in boat moorage fees to \$3 per slip.

If requested by interested parties, the Parks Division will hold public hearings in January, with a final decision expected at the commission's February meeting.

The new fees would remain comparable to fees now charged or proposed for this year by other western state park systems, Johansen said.

Last summer, the division started distributing notices to non-residents explaining repeal of the fee. The notices are also being provided to residents of other states this winter at recreation vehicle and travel shows.

Park hosts and retired employees who travel to other states during the winter are also helping distribute information packets. Media have also carried articles about the surcharge repeal.

### HIGHLIGHTS OF THIS ISSUE...

**PAGE 3** A Portland-area geologist designs a device to measure and record earth movement.

**PAGE 4** Highway and Parks join efforts in a study of the Historic Columbia River Highway.

**PAGE 5** The Woodburn Port of Entry gets a computer that's linked to the Public Utility Commission.

**PAGE 8** Candid Comments: What is your work-related New Year's resolution for 1988?

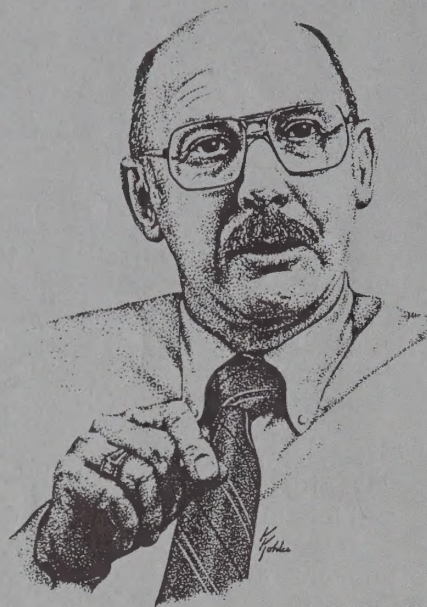


## A message from the director . . . .

As each year goes by, I become more convinced of the need to continue to learn about and understand life.

For a number of years, I've jotted down a half-dozen resolutions, pinned them on the bookshelf in my den each New Year's Day, and glanced at them throughout the year.

One of those resolutions--to read a book regularly--I do with the help of a book review group, which meets once a week in the morning before work. The support of that group has whetted my appetite for reading and, consequently, I've learned to love reading more than ever.



Now I enjoy reading anywhere from one to four books at any given time. Most are nonfiction, and most I find addicting.

I've zeroed in on five resolutions for 1988 and would like to share them with you:

- Maintain a set of values. The key here is to think positively and try to see the good side of my everyday activities.

- Support others, be cheerful and helpful. I've found that if I do this, people generally respond in kind. I believe everyone should have fun doing what they do.

- Stay in good health. For me, this means exercising regularly and eating right. Without good health, I've found it's almost impossible to be truly happy.

- Listen more and talk less. Listening really is hard work, and I learn very little by talking. Besides, it's fun to hear what's on other peoples' minds.

- Continue learning. The reading group I mentioned earlier is a way to do this, but of course it's just one way to continue growing intellectually. I believe I must either continue to improve--or risk losing my enthusiasm for life.

I would hope that a lot of you reading this column have made resolutions for this year.

Of course, it's difficult to hit a target without first setting goals and working out strategies to achieve them. It does take effort to get the most out of life.

I wish everyone a happy New Year and the best in 1988.

*Bob Bothman*

### Division administrators set goals for 1988

In keeping with the New Year's tradition of goal-setting, VIA solicited resolutions--either personal or professional--from each of ODOT's division administrators for this first edition of 1988.

Their responses follow:

**DAVE MOOMAW, Motor Vehicles Division Administrator**--Lose 10 pounds. I like to play racquetball, and the extra weight causes me to lose points. I don't like to lose. I've sensed a real emphasis on employee wellness in the department, and I share the belief that healthy workers do the best job, at the least cost to the taxpayers.

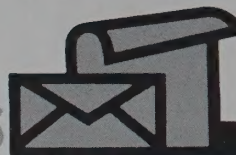
**LARRY RULIEN, State Highway Engineer**--In 1988, I resolve to have a rewarding and orderly transition into retirement.

**DAVE TALBOT, Parks and Recreation Division Administrator**--Well, we generated so many new ideas for programs and ways to generate revenues while forming our 2010 Plan. So I think that the Parks Division can begin work on some of those long-range goals during 1988.

**PAUL BURKET, Aeronautics Division Administrator**--At Aeronautics, we plan to complete automation of our aviation program and prepare to launch this agency into the 21st century.

**DENNY MOORE Public Transit Division Administrator**--Completing my master's course work in Public Administration at Lewis and Clark College.

## Letters



### An Oregon welcome

Dave Talbot,  
Parks Division Administrator:

I am presently touring your beautiful state on my bicycle with a friend. I just wanted to let you know how much I appreciate your hiker-biker campgrounds.

Providing for our traveling needs and budget (campsites cost only \$1 per night per person) shows great foresight on your part. I know of no other state that has taken such efforts to accommodate bicyclists. I truly thank you for your efforts to make my trip through Oregon an experience I will never forget.

I hope you will always continue to give support to those of us who chose to travel a little slower and live a bit more primitively than motorists.

Marcey Clutter  
Rockbridge, Ohio

### 'Good neighbor'

Dale Allen,  
Region 4 Engineer:

Congratulations on the Highway Division's winning the National Award for Energy Conservation from the U.S Department of Energy for the asphalt recycling process pioneered here, east of the mountains in Oregon.

The Highway Division is a very good neighbor in Central Oregon. Your ongoing innovation and cooperative approach to your work is deeply appreciated here.

Tom Throop,  
Deschutes County  
Board of Commissioners

### Potential public hazard

Eric Westerfield,  
Detroit Lake State Park Ranger:

Thanks for your help in eliminating a potential hazard to the public. I understand you found and moved to a secure place a Pennwalt cylinder containing chlorine residue that had gone astray.

So far, it has not been determined why the cylinder was lying alongside the road, but we are continuing to investigate. Thanks for your efforts.

Dennis Kleiv  
Shipping Supervisor  
Pennwalt Corp.

### Passenger assistance

Steven Fosdick,  
Special Transportation Coordinator:

Thank you for your wonderful presentation of the workshop for professional drivers of elderly and handicapped persons that you helped teach this fall.

I was particularly interested when we assumed the role of a

handicapped passenger. This was worthwhile and enlightening and helped me understand and to be more patient of my passengers' fears and feelings of helplessness.

I live with and give care to an elderly lady who is paralyzed on the side and confined to a wheelchair, so this training program helped me in two ways--as an escort on the lift bus and as a caregiver at home.

Even though it was a long day, the time passed quickly because of the way you presented the program. It was interesting, educational and fun.

Amie Jones  
Yachats

*(The Passenger Assistance Techniques Workshop mentioned above was featured in a photo essay in the November 1987 issue of VIA.--Editor.)*

### 'Like a good tourist'

Neil Goldschmidt,  
Governor of Oregon:

Allow me to borrow upon our past contacts to compliment you, in your current incarnation as governor, upon Oregon's parks and roadside rest areas.

When one is wandering the coast in a somewhat leisurely fashion, picnicking along the way, the quality and number of such roadside facilities is very apparent. Yours are simply the best we have ever found. That includes those all over the East Coast, where we wandered considerably on weekends and rare vacations when I was at the White House.

Oregon offers tables and benches that stay clean because of their plastic lamination. Your parks and roadside areas have lots of parking, shaded areas, scenic turn-outs and ample facilities. In short, you make driving around Oregon and spending money--like a good tourist--a pleasure.

Bruce Hasenkamp  
Vice President  
Hospital Council of  
Northern California



ODOT NEWS

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Published by:

The Oregon Department of Transportation

Office of Public Affairs  
140 Transportation Building  
Salem, Oregon 97310  
Phone: 378-6546







**TAKING A READING**--Mike Long, a Region 1 geologist for the Highway Division, records earth movement data on an inclinometer he helped invent.

## Lunchbox-sized invention records earth movement

A team of Highway Division geologists has invented a way to transfer and record earth-slope movement data conveniently from the field to an office computer.

Mike Long, a Region 1 geologist, recruited several of his ODOT colleagues to help him devise a way to skip the time-consuming chore of transferring instrument data recorded in the field onto an IBM personal computer.

Typically, that number transfer

consumed more than 200 hours per year and required two full-time employees. With the transfer of nearly 400,000 integers annually, that also resulted in incorrect entries, or integer transfers.

Long's invention--called the IDEAL for Instrument Data Electronically Acquired and Logged--requires about 18 hours per year to operate and without the degree of integer transposition, he said.

The alternative to the IDEAL system, before its development, was a \$14,000 instrument weighing about 40 pounds. The cost "was most prohibitive" to small geologic operations such as ODOT's and its size and bulk would have made it difficult to operate in the field, Long said.

Long and his colleagues created an instrument the size of a lunchbox that does essentially the same job.

"It wasn't our intention to reinvent the wheel, but it was our intention to redesign it," he said.

The inclinometer can be duplicated at a costs ranging from \$600 for an instrument that collects earth-slope movement in the field, to \$2,000 for an instrument capable of transmitting that data by modem across phone lines to an office computer.

The IDEAL system generally is used for two purposes--to establish a baseline at sites of new construction to insure that the ground is stable, and to determine ground movement, according to Long.

## U.S. 101 hearings set

The Highway Division is conducting a major study of the U.S. 101 highway corridor to develop a long-range strategy for improvements.

The Oregon Coast's reputation as a major tourist attraction and the highway's importance for business and industry have motivated the study for its current and future value to Oregonians.

The Highway Division is consequently planning extensive public involvement in the development of the study.

Preliminary data and potential alternatives for long-term improvements will be presented at a series of public meetings in January. Meeting dates and locations are:

- Jan. 11--Gold Beach City Hall
- Jan. 12--Coos Bay, Neighborhood Facility Building
- Jan. 19--Cannon Beach City

Council Chambers

- Jan. 21--Lincoln City Community Center

Meeting times were not available at press time.

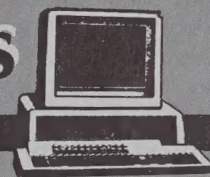
At each meeting, the Division will present information on traffic, tourist attractions and a preliminary environmental analysis.

Citizens, local government officials, business people and others with an interest in the highway are invited to comment at the meetings, according to Tim Thex of Highway's Planning Section.

Following the meetings, Highway staff will merge technical information with testimony and draft a study for the Transportation Commission in July 1988.

The final report, expected in September, will help set a framework for improvements for U.S. 101.

## News briefs



### Drive with headlights on, safety campaign urges

"Lights on for Safety," a traffic safety campaign running through the end of this month, requires all department vehicles to be driven with headlights on during the daylight and evening hours.

The two-month campaign began in December.

Tests show that driving with the headlights on can reduce traffic accidents by making a vehicle more visible or by constantly reminding drivers of highway risks, according to the ODOT Safety Section.

### Youths collect more than 1 million pounds of trash



Oregon's Youth Litter Patrol bagged more than 1 million pounds of trash from more than 16,000 shoulder miles of state highways this past summer.

According to Highway Division estimates, more than 450 youths were hired for this summer's effort, an increase of 50 percent over previous years. About 125 were hired in Western Oregon during the Christmas school break.

### Scenic Waterway Program detailed in handbook

The Oregon Scenic Waterway Program published a "Landowner's Guide" in cooperation with the National Park Service for landowners adjacent to, and others interested in, the state's scenic waterways.

The handbook, available through Parks Headquarters in Salem, covers how the scenic waterway program works, what activities along the state's scenic waterways require approval, and describes the application process.

### Parks' monthly newsletter addresses special interests

"Parks Report," a monthly employee newsletter now in its second edition, began this fall with news of upcoming activities and major construction in state parks, and of Parks Division employees' noteworthy accomplishments.

Produced by Parks Information Officer Monte Turner, the newsletter regularly features Parks trivia questions, technical tips, a question-and-answer column, and a list of employee marriages, promotions and transfers.

### Day-use areas' attendance reaches record level

Day-use attendance at Oregon's state parks reached an all-time high during the 1986-87 fiscal year.

According to Parks Division figures, 35.6 million people used day-use areas, compared to the previous record of 34.5 million in fiscal year 1983-84.

### When to patent your good idea

Why patent an idea developed in the public sector?

Jerry Lidz, a assistant attorney general for the Department of Justice, handles patent law questions for ODOT. He said, "There's absolutely no legal reason why the state can't pursue a patent in the state's name."

Typically, he said, the only reason the state would patent an idea is to keep it within the public domain.

An employee who successfully pursues a patent would "possibly" share in the royalties generated by the idea, he said.

To secure a patent, Lidz suggests contacting ODOT administration and checking related, precedent-setting legal cases.



# United effort aids study of historic highway

Two employees representing the Parks and Highway divisions have completed a joint study of the Historic Columbia River Highway.

The document examines ways to protect and restore the highway. It also suggests methods for providing recreational opportunities and for educating the public about the highway's significance.

Nancy Gronowski, Parks landscape architect, served as project manager. Jeanette Kloos, Highway environmental specialist, conducted extensive research.

Together they discovered that pooling their resources and individual perspectives had advantages.

"In the six months, we were able to do about twice what I expected," Gronowski said, noting the study totals 160 pages.

Each learned how the other's division currently functions as well as Highway's and Parks' historical involvement with the highway.

Kloos said their different backgrounds were complementary. "I knew the environmental issues and federal laws. Nancy brought visual components into focus."

The highway, located in the

Columbia River Gorge National Scenic Area, exists in three distinct sections. The two sections on either end are paved, drivable and designated scenic highways. But the middle section, between Warren-



Nancy Gronowski Jeanette Kloos

dale and Mosier, exists only in segments, which were abandoned with the construction of more modern highways.

The study looks at ways to connect those abandoned segments with recreation trails. The result of the study is a detailed document with maps, cost estimates, project descriptions and management recommendations.

The highway is located within the recently created Columbia River Gorge National Scenic Area. The act that established that scenic area authorized \$2.8 million to be spent on the historic highway. If that money is appropriated, it will be applied to the projects described in the study.

## ODOT video format revised

Beginning this month, the *ODOT Update* video series will have a new format and a new name: *ODOT On The Move*.

The video, available to all ODOT work units statewide, will run bimonthly, rather than monthly, beginning in January to allow for more flexibility in production.



Coming to your workplace this month!

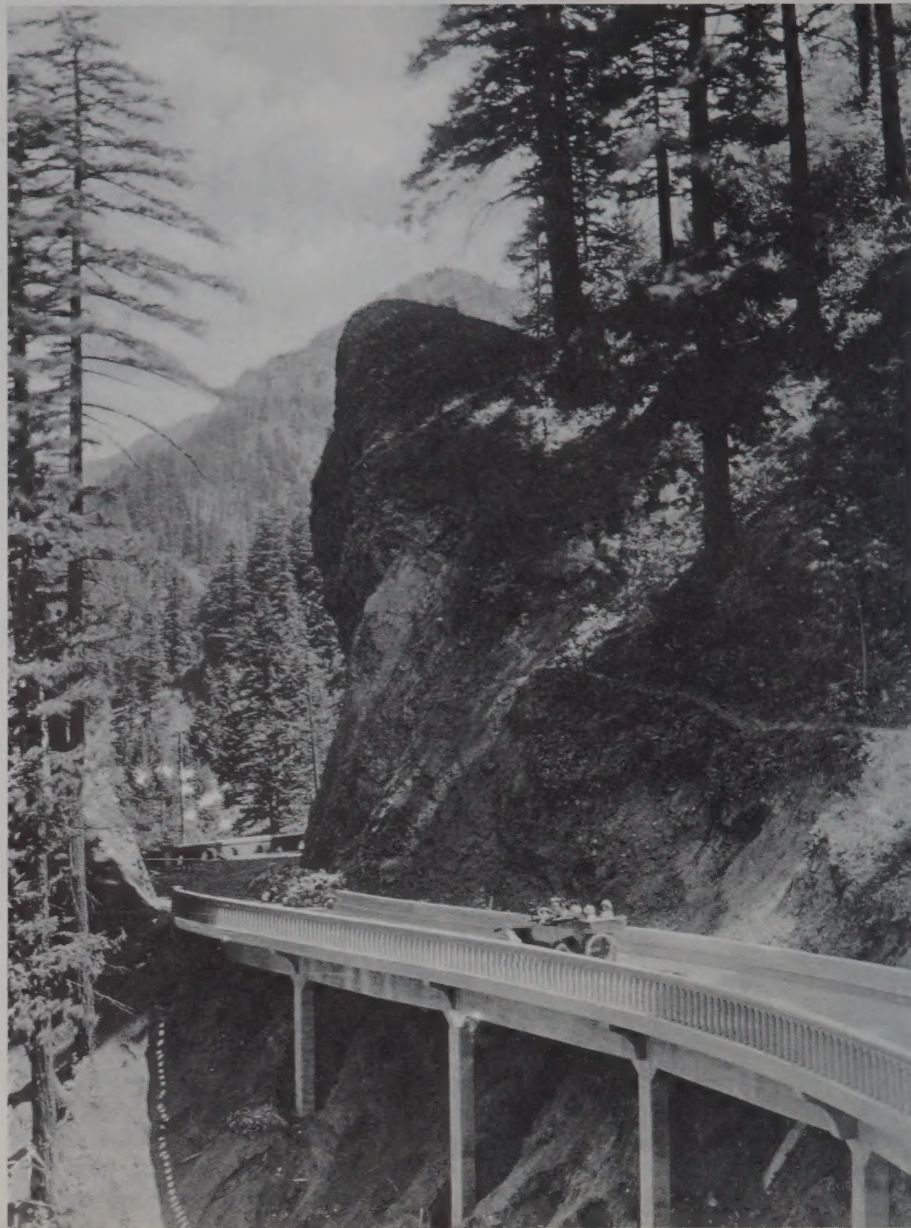
Danielle Cowan, executive producer of *ODOT On The Move*, said the revised video will use a three-part format.

The first segment includes reports from a two-person news team, with items from each division.

Moderator Joan Plank will then interview an ODOT employee or focus on a department program, issue or concern. January's program will feature Judy Gregory, ODOT personnel director, who will discuss what the new Oregon Public Employees Union contract means to represented employees.

The final segment, called "A Day In The Life," will focus on a specific job within ODOT. The January focus will examine the work life of a snowplow driver. Future segments may consider such positions as aerial photographer or road designer, for example.

The entire length of the program will run about 20 minutes.



**SCENIC DRIVE**--This car full of motorists encounter a rock slide on what is now known as the Historic Columbia River Highway. The photo, taken shortly after this now-abandoned section opened in 1914, shows Tooth Rock about a mile west of Bonneville, according to Nancy Gronowski, landscape architect with the Parks Division.

## Contest deadline extended

Entry deadline for the Highway Division's 75th Anniversary Poster Contest has been extended a month.

Posters must be submitted on 8 1/2-by-11-inch paper to the Office of Public Affairs by Feb. 1.

The contest is for the children or grandchildren of Highway employees, and is designed to celebrate the division's 75th anniversary. Posters should follow the contest

theme: "What my mom or dad (grandfather or grandmother) does for the Oregon Highway Division."

A first-place winner will be named in each of three age categories: Grades 1-3; grades 4-6; and grades 7-9.

Tentative plans call for the division to incorporate the children's art into 75th anniversary displays and regional mall shows during National Transportation Week.

## Tindall joins Public Transit

Jana Tindall has been named business manager for the Public Transit Division.

She replaces Lorena Buren, who transferred to the Parks Division as budget manager.

Tindall, formerly assistant supervisor of the STARS Unit in Highway Accounting, joined ODOT in July 1985.

Prior to that, she monitored federal grants for the Department of Agriculture for six years.

As business manager, Tindall monitors the division's expenditures, prepares the biennial budget

and coordinates Transit's annual physical inventory, among other duties.

Tindall is taking college courses in accounting, management, public administration and computer science.



Jana Tindall

## 'Review' inside February VIA

An eight-page "Retirees' Review" featuring 1986 and 1987 ODOT retirees will be published as a supplement to the February issue of VIA.

The publication is the second of its kind; a yearbook for 1985 ODOT retirees was produced that same year.

## 5 and 10 Years Ago

JANUARY 1983

- State highway and transportation officials, legislators, and invited guests from Oregon and Washington braved the rain and cold Dec. 15 to formally dedicate the Glenn L. Jackson (I-205) bridge and open it to traffic.

- A nickel-a-gallon gas tax increase before Congress was expected to pass the Senate before Christmas. Later passed, the tax provided Oregon an average of \$146.8 million annually for four years--a funding increase of about 59 percent.

- Design and construction of the historic Sherars Bridge in north central Oregon won a first place award for ODOT in the 1982 Biennial Awards competition sponsored by the Federal Highway Administration.

JANUARY 1978

- Mid-December's unusually heavy rainfall caused an estimated \$4 million in damages to western Oregon highways. Maintenance crews worked around the clock and some worked through the Christmas holiday weekend to keep traffic moving and to correct flood-damaged highways.

- After laying off more than 200 employees in 1977, a Highway Division analysis determined that ODOT was not up to its budget manpower strength. A fast-paced attrition rate and a backlog of projects were blamed for the shortfall.



## Computer links port with mainframe

A one-of-a-kind computer installed at the Woodburn Port of Entry saves paperwork.

Instead of recording truck companies' names, cargo type, legal weight limit, tax payments--among other data--onto paper, the weighmasters do the same electronically.

Installed in early December, the \$110,000 Motorola computer system was funded in part through a Federal Highway Administration grant, according to Assistant Chief Weighmaster Ken Evert. The project is a joint effort of the Highway Division's Planning Section and the Permit and Weighmasters Section.

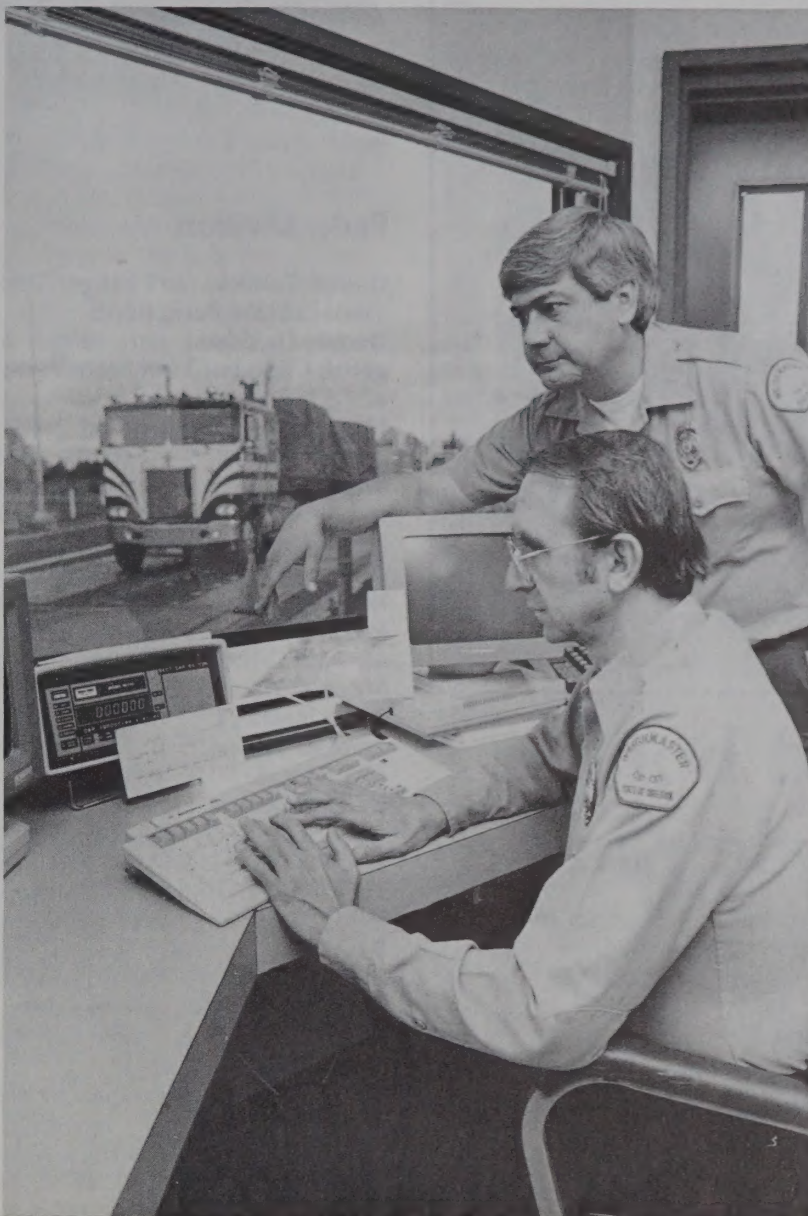
The computer integrates the Woodburn Port of Entry's weigh-in-motion (WIM) and automatic vehicle identification (AVI) scale.

The WIM is capable of measuring a truck's weight and wheelbase while the rig rolls through at 35 mph. The AVI system, by reading a truck's "electronic license plate," reports the name of its owner, inspection history and whether it carries current permits and has paid all necessary road taxes.

The new computer links the port's AVI and WIM systems, electronic static scale and overweight detector to the Public Utility Commission's (PUC) motor carrier data base, where that information is stored.

That means a daily savings in time--and expense.

Weight reports from specially equipped trucks using the Woodburn port can be entered into the PUC computer electronically, rather than by separate key punch. And that can mean a savings of up to \$10,000 a year, Evert said.



**IN TRAINING--**At the Woodburn Port of Entry, Eldon Banegas, senior weighmaster (standing) trains Steve Vargo, weighmaster 1, on the weigh station's new computer. The computer is linked with the ODOT mainframe computer, which in turn feeds information to the Public Utility Commission.

## Rail honor presented to Immel

Ed Immel, rail planner, won the 1987 President's Modal Award for Rail Transportation by the American Association of State Highway and Transportation Officials in December.

The AASHTO modal awards, presented in San Diego, annually recognize exemplary service performed by state employees who benefit any one of six transportation modes on either a regional or national basis.



Ed Immel

Immel has been credited with literally saving local rail service in the Willamette Valley and in an isolated area of Lake County. He is considered a key player in the transition to local operation of the 90-mile Tillamook Branch, and in retaining a 158-mile branchline to Burns--site of one of the world's largest pine mills.

Beginning with ODOT in 1977 as a grant writer, Immel later managed the Willamette Valley Express passenger train before becoming rail planner in 1984.

## Highway workers honored for ideas

The Governor's Employee Suggestion Awards Board honored two Highway Division employees this fall.

Pete Fidler, Salem engineering crew supervisor, won a certificate for his idea concerning differential surfacing designs for multi-lane rural facilities.

Gary Fellows of the Region 3 electrical crew won a certificate for his idea on the use of radio controls instead of sub-cable controls on the Umpqua River drawbridge.

## Audit to ensure gas-tax funds are well spent

Continued from Page 1

- Administration of highway construction contracts, including its ability to ensure that contractors comply with the terms and conditions of their contracts; and
- Management of excess property, and whether that property

should be retained or declared surplus so that it can be sold.

Rep. Carl Hosticka, committee chair, said the committee is responsible for assuring that Highway is doing an economical and effective job now, and that it is also going to do that same quality of work with a

six-cent increase in Oregon's state gas tax.

Hosticka told the auditors: "If you give us a report that tells us that the money is spent wisely, that's all right, just as it would be if you were to return to us and report negative findings."

## Forums to mold transportation plan for 2020

Imagine, if you will, America's national surface transportation system in the 21st century.

Consider the shape of the country's road and rail networks--their design, condition and ability to handle the nation's mobility needs.

Will that system still rely on trains, planes and automobiles?

State transportation departments throughout the country are working together with the National Highway Users Federation to find some of those answers through the 2020 Consensus Transportation Program.

That program will:

- Assess America's surface transportation requirements through the year 2020;
- Develop proposals for meeting those requirements at the federal, state and local levels; and
- Achieve a consensus on how to get the job done.

Each state is holding a public forum to begin a two-year process designed to reach a consensus. Oregon's 2020 public forum meeting will be at 9 a.m. Thursday, Jan. 21, in Hearing Room A at the

Capitol Building in Salem. Attendance and testimony is open to all.

The Salem forum is sponsored by ODOT and the Oregon Highway Users Federation.

Bob Royer, Highway Planning Section engineer, said the 2020 Transportation Consensus Program aims to provide Congress with a

**'We're not just looking at the highway program; we're looking at the total surface transportation program--including transit, air and rail.'**

unified message from highway users when the current Surface Transportation Assistance Act expires in 1991.

"With the winding down of the interstate highway program, Congress doesn't have a national transportation policy to shoot for anymore," Royer said.

"At stake is whether we will have a bill that is

based on consensus, or whether Congress comes up with a series of demonstration projects that may not lead to a national program," he said.

According to Royer, Transportation 2020 is a four-part process, including: (1) information gathering to identify surface transportation needs; (2) defining alternatives for meeting the needs; (3) reaching agreement on the best plan; and (4) securing enactment on the plan through state and federal legislation.

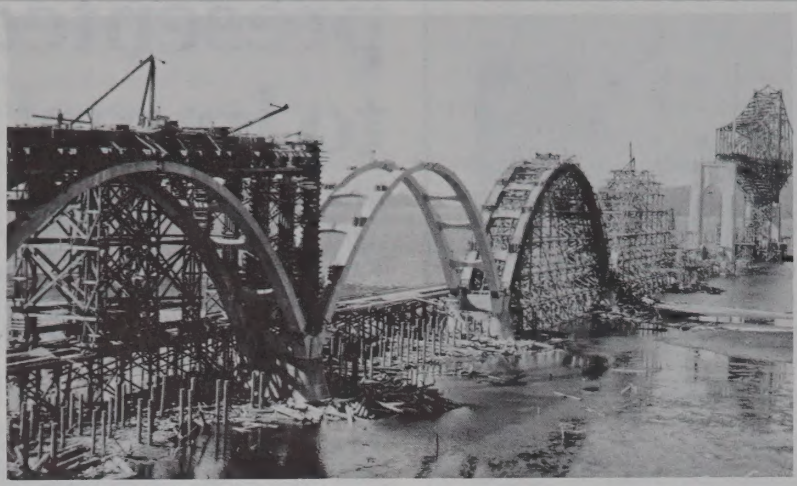
"We're not just looking at the highway program; we're looking at the total surface transportation program--including transit, air and rail," Royer said.

Initiated by the American Association of State Highway and Transportation Officials, the 2020 project involves public and private sector interest groups.

Royer believes that if a national consensus is not presented to Congress when the current law expires, the continuity of America's transportation network could suffer in favor of so-called pork barrel, or demonstration, projects.



## Way Back When...



**UNDER CONSTRUCTION**--The picture of the McCullough Bridge, taken during its construction in August 1935, shows several of its spans. Stretching one mile across Coos Bay, the McCullough Bridge is the longest of Oregon's five major coastal bridges. Already, it has outlasted its planned 50-year life expectancy, according to State Bridge Engineer Walt Hart.

## Art Burt Award honors go to Ukiah-Dale ranger

Kelly Brady-Brehm, a seasonal ranger at Ukiah-Dale State Park, has been chosen the Parks Division's Art Burt Award winner for 1987.

She was selected from five regional nominees for the award, which is presented to the outstanding field employee of the year.

**'Since I'm on my own, the work varies a lot each day.'**



**Kelly Brady-Brehm**

Brady-Brehm is the sole employee maintaining the 25-unit campground located midway between John Day and Pendleton. She also maintains a nearby day-use area.

A Park employee for 10 years, she was promoted from park aide to seasonal park ranger in 1982. She said the combination of working with the public and physical

activity keeps the job satisfying.

"Since I'm on my own, the work varies a lot each day," she said.

In her nomination, she was praised for devoting "many hours of her own time checking the campground at night, supervising family reunions until after dark, arranging the use of graders and heavy equipment at no cost, and collecting fees and cleaning rest rooms on her days off."

She's been known to purchase needed items with her own money and is resourceful in recruiting volunteers to help with projects, according to the nomination.

Other regional nominees include: Bob True, Region 1 planning coordinator, Portland; Dennis Davidson, Nehalem Bay State Park manager, Nehalem; Arthur Wiley, ranger 2, Harris Beach State Park, Brookings; and Richard Bauman, Collier Memorial State Park, Chiloquin.

The award is named for Art Burt, an employee of the Highway and Parks divisions for 40 years.

A similar honor, the Samuel Boardman Award, annually recognizes a Parks Headquarters employee of the year. It will be presented in late January.

### Retirements

**Robert Bard**, environmental specialist 2, Environmental Section, Salem, retired in November after 10 years of service.

**Keith Farrow**, highway maintenance worker 2, District 12, Pendleton, retired in November after 20 years of service.

**Paul Hatcher**, fiscal manager C, ODOT Finance, Salem, retired in November after 31 years of service.

**Richard Juden**, highway maintenance supervisor C, District 2A, Sylvan, retired in November after 31 years of service.

**Ethel McCulley**, clerical specialist, Driver Issuance Unit, Motor Vehicles Division, Salem, retired in December after 10-plus years of service.

**Brice McGuire**, highway maintenance worker 2, Region 3, Roseburg, retired in November after 15 years of service.

**Larry Miller**, supervising highway engineer A, Materials, Portland, retired in November after 33 years of service.

**Andrew Patapoff**, engineering technician 3, Materials, Milwaukie, retired in November after 26 years of service.

**Opal Reid**, motor vehicle representative 1, Bend DMV field office, retired in December after 26-plus years of service.

**Harold Seaton**, highway engineer 2, District 22, Salem, retired in November after 30 years.

**Jack Shine**, engineering technician 1, Beaverton, retired in November after 29 years of service.

Moving up  
Moving up  
Moving up  
Moving up



### Parks Division

**Daniel Carrick**, park ranger 1 to park ranger 2, Tumalo State Park, Bend.

**Dennis Davidson**, park ranger 2 to park manager B, Cape Lookout State Park, Tillamook.

### Highway Division

**Richard Barrows**, engineering technician (ET) 2 to highway engineer (HE) 2, Salem.

**Louis Bosso**, highway maintenance worker (HMW) 3 to HMW 4, Milwaukie.

**Kenton Brenner**, HMW 2 to HMW 3, Baldock.

**Robert Burns**, HE 2 to HE 3, Salem.

**Michael Gillett**, HE 1 to HE 2, Salem.

**Mitchell Hamel**, HMW 2 to HMW 4, Milwaukie.

**Brent Heyne**, ET 1 to ET 2, Corvallis.

**Kendall Hilton**, HE 3 to supervising highway engineer (SHE) B, Newport.

**Ira Huddleston**, HE 3 to SHE C, Salem.

**Gordon Iles**, HMW 2 to HMW 3, Parkdale.

**Charles James**, HE 2 to HE 3, Salem.

**Troy Jones**, highway maintenance foreman (HMF) 1 to highway maintenance supervisor (HMS) B, Prospect.

**Patrick Joy**, park aide to HMW 1, Central Point.

**Holly Juza**, HE 1 to HE 2, Salem.

**Bernard Kleutsch**, geologist 1 to geologist 2, Salem.

**Michael Koler**, electrician to electrician supervisor, Milwaukie.

**Robert E. Lee**, HE 2 to HE 3, Salem.

**Keith Martin**, SHE C to SHE D, Salem.

**Dennis Mitchell**, HE 2 to HE 3, Salem.

**Gary Mort**, HMW 2 to HMW 3, Chemult.

**Shane Ottosen**, engineering trainee to ET 1, Salem.

**Robert Paul**, HE 3 SHE B, Eugene.

**Joseph Pecor**, ET 1 to HE 1, Salem.

**Carolyn Pratt**, clerical specialist to accounting clerk 1, Salem.

**Sharon Remillard**, ET 1 to ET 2, Salem.

**Terence Shelton**, HMW 4 to HMF 1, Central Point.

**Bobby Staggs**, ET 1 to ET 2, Salem.

**Willard Stephens**, HMW 3 to HMW 4, Salem.

**Michael Stinson**, HE 1 to HE 2, Klamath Falls.

**Patrick Vanderzanden**, HMW 2 to HMW 3, Manning.

**Roger Wroblewski**, HMW 2 to HMW 3, Newberg.

### Motor Vehicles Division

**Lynn Adair**, data entry operator to clerical specialist, Salem.

**Rodney Aguilar**, clerical assistant to motor vehicle representative (MVR) 1, Salem.

**Belita Atwood**, MVR 1, East Eugene, to MVR 3, Salem.

**Debra Beeler**, data entry operator to clerical specialist, Salem.

**Peter Borho**, MVR 1, Northeast Portland, to MVR 2, Portland Drive Test Center.

**Stephen Carpenter**, MVR 1 to MVR 2, Woodburn.

**Gary Harris**, MVR 1, Gladstone, to MVR 2, Portland Drive Test Center.

**Rick Holt**, clerical assistant to clerical specialist, Salem.

**Kevin Koeper**, MVR 1, Grants Pass, to MVR 2, Klamath Falls.

**Rolinda Meakins**, MVR 1 to MVR 2, Hermiston.

**Shirley Miller**, clerical assistant to clerical specialist, Salem.

**Bob Oliver**, motor vehicle office manager (MVOM) A, Pendleton, to MVOM B, Hillsboro.

**Carole Omans**, MVR 2, Springfield, to MVR 3, Salem.

**Toni Padua**, MVR 1, Clackamas Town Center, to MVR 2, Corvallis.

**Karen Romander**, secretary to administrative assistant, Salem.

**Carol Saunders**, MVR 1 to MVR 2, Beaverton.

**Lorrie Schaefer**, clerical specialist to administrative assistant, Salem.

**Janet Schmidt**, MVR 2, Grants Pass, to MVOM A, Rogue Valley Mall.

**Sharon Smith**, clerical assistant to word processing specialist, Salem.



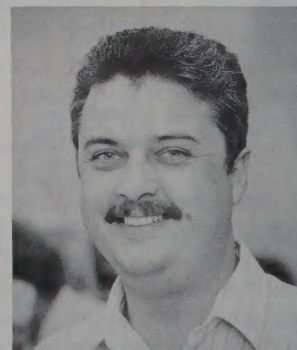
**Charles James**  
Highway Engineer 3  
Highway Division  
Salem



**Dennis Davidson**  
Park Manager B  
Cape Lookout  
State Park



**Kendall Hilton**  
Supervising Highway  
Engineer B  
Newport



**Bob Oliver**  
Motor Vehicle  
Office Manager B  
Hillsboro



# On the job with B. J. Mitchell

By Andy Booz  
Managing Editor

Coasting in a sailboat, hiking and camping along a lakeshore, cross-country skiing through the woods--those are the things that make B.J. feel at home.

Whatever B.J. Mitchell does, it's best done in the outdoors, as far as she's concerned.

As manager of Detroit Lake State Park, she revels in the often-hectic pace of the summer camping season, when the park is filled with fishermen, water skiers and people soaking up sunshine.

But now, in mid-winter, she looks at the former lake--drained and reduced to rolling hills punctuated by tree stumps--and recounts her plans to ready for late April,

**'Having that campground full and having my crew happy -- for me, those are the most exciting things.'**

when the lake is full, the campers are happy and her crew is at work.

"Having that campground full and having my crew happy--for me, those are the most exciting things," she says. "When it's all working together, it's just a good feeling."

Maybe that's the reason B.J. loves her job.

She resides in a mobile home across from the park shops. On her days off, she hikes on park trails, swims, sails or water-skis on Detroit Lake.

Even when the crowds disappear during the winter months--when only a handful of die-hard fishermen show up to try their luck at a few frigid fish--it's still no picnic, she admits. Her staff drops from 20 to three, and she takes up the slack by doing paperwork she would regularly delegate to her clerical staff during busier times.

Detroit Lake stands in stark contrast to Washburne State Park, where she had worked previously as manager. The most noticeable difference for B.J. has been the collective personality of its visitors. Instead of the tourists, beachcombers and migratory visitors generally found at the Oregon Coast, the Detroit Lake visitors can be accu-

ately described as a destination crowd, she says.

While most people go to Detroit Lake to fish and enjoy water sports, the coast has travelers bound either to or from California and Canada.

Before B.J. joined Oregon State Parks about eight years ago, she had been with the U.S. Forest Service, first in 1969 as an information specialist at Diamond Lake. She later worked as fire lookout at Odell, Walker and Clear Lake Butte stations. Each of those U.S. Forest Service jobs--her last as an interpretive naturalist for the Timberline Lodge--included a healthy dose of maintenance work.

Five years after B.J. joined Oregon State Parks as a ranger at Bullards Beach, she moved to Washburne as manager--and

became the third woman ever to manage an Oregon state park. It was viewed as revolutionary at the time, but B.J. shies from projecting an advocate image.

"It's not very often that I wave my flag. I just do my work," she says.

Sitting in her office decorated with attendance charts and park photos, B.J. peers out the window and collects her thoughts. Her Parks career happened as it did simply because she worked hard, she says.

"Working a park is hard. Many women just can't hack the plumbing, wiring and cutting brush--you know, the physical work can be tough. I made it here because I worked really hard, but I never want to flaunt that."

She may not want to flaunt her abilities, but she does have a natural inclination to share them.

"The new managers in Parks seem to share their knowledge. When I find out something, I tell my people here about it. I've noticed a lot of managers don't do that."

"It's critical to share that information--it keeps my crew inspired and, besides, it's my own style."

Her style is rather easily perceived. It's straightforward.

"I set the job standards, train the people on my crew, then encourage them. But I'm also a disciplinarian; I'll fry people in grease if they don't do their jobs."

Besides setting solid expectations, B.J. is a strong believer in training, cross-training and more training. She earned a water treatment operator's license at Washburne, and found the skills to be rather handy at Detroit, where she handles a 175,000-gallon reservoir.

## More to do

B.J. has her eye on getting a degree in management through Linfield College, then--perhaps in a few years--advancing to the region supervisor level of Parks management.

"Right now, management is coming into its own. No, I don't mean a Yuppie revolution, but there's so much training available now that we didn't have before. It encourages promotion from within," she says.

Back at home, away from work but still nearby, she watches her 13-year-old son grow up and roots for him on the sidelines as he competes in after-school basketball.

B.J. describes him as a "professional fisherman," a young man who works the water a few yards from their mobile home. A loyal fan, she delights in recounting his athletic successes.

B.J., too, has fun on her own time.

Some day, between wintertime projects and an endless string of commitments--perhaps this winter--she hopes to learn how to downhill ski.

"Like most things, I've found that I've got to work hard, be patient...and have a heckova sense of humor."



**OFF-SEASON REPAIRS--B.J. Mitchell (foreground), Detroit Lake State Park manager, fixes a swim area float to ready for an influx of campers, fishermen and boaters beginning this spring. The lake serves as both a welcome home and work place for B.J. year-round.**

## Retirees report

**Ed Hardt**, Milwaukie, region engineer, Region 1, retired in 1986.

Ed writes that he and his wife, Katie, have finished outfitting their 26-foot wooden dory cabin cruiser, named "Hardt's Delight." In September, they trailered it to Anacortes and cruised the San Juan Islands for two weeks.

In February, they spent two weeks visiting Ed's relatives in Hawaii. They have also spent time at their beach house at Oceanside and, in his spare time, Ed has



helped one of his sons build a major addition to his home.

Ed was elected to the church vestry in January, and has been involved in several church improvement projects since.

In addition to all of the above, Ed writes: "I could make a full-time job of spoiling my six grandchildren, if I had time."

**Milner Mead**, Salem, appraisal supervisor, Right of Way, Highway Division, retired in 1982.

Milner attended the December retirees reception at the Transportation Building in Salem.

He also makes time to attend the regular luncheons held by the Highway Retirees and a similar

group of Right of Way retirees.

Milner is currently studying Norwegian at Chemeketa Community College because, he says, his mother's parents were born in Norway.

**Bob Deless**, Salem, project manager, Parks Division, retired in 1985.

Bob attended the annual retirees reception at the Transportation Building in Salem during the Christmas holidays, as he does almost every year.

When at home, Bob spends his time taking cooking lessons from his wife, Stella, when she's not working. They also travel in their trailer, sometimes to go fishing, Bob says.

## Retirees to meet

The Highway Retirees luncheon group will meet Tuesday, Feb. 2, beginning at 11:30 a.m. at Myrl's Chuckwagon restaurant, 2265 Lancaster Dr. N.E., near the Bi-Mart store.

A guest speaker will talk about the high cost of medical insurance for retirees under age 65, according to Buz Swan, program chairman for the February meeting.

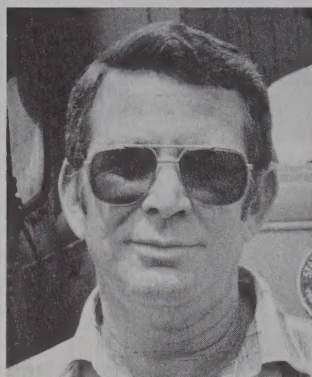
Other scheduled meetings for 1988 include: May 3, Aug. 2 and Nov. 1.



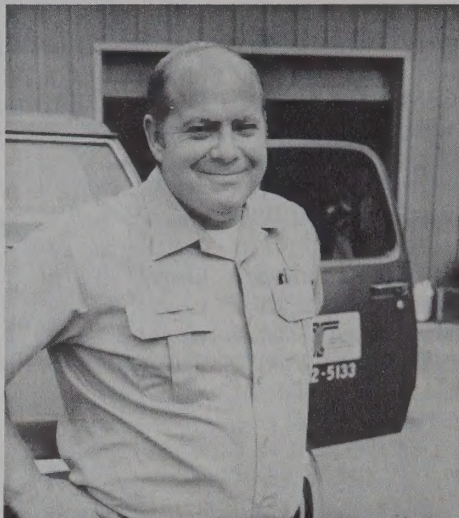
# CANDID COMMENTS

What is your work-related New Year's resolution for 1988?

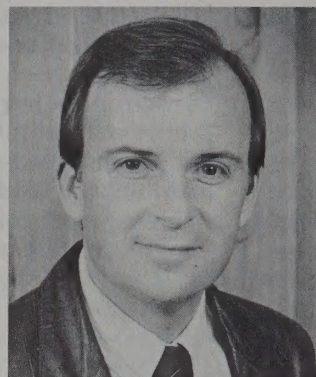
**Judy Mahanna**  
Motor Vehicles  
Representative 2  
DMV Field Office  
Milton-Freewater



**A.J. Arnold**  
Highway Maintenance  
Supervisor B  
Silver Lake Maintenance  
Station



**Ron Olson**, Park Ranger 2  
Valley of the Rogue State Park  
Rogue River



**Steve Johansen**  
Operations Support  
Manager  
Parks Division  
Salem

**Cathy Ballard**  
Weighmaster 1  
Permit and Weighmaster  
Unit  
Woodburn Port of Entry



## Judy Mahanna

I hope to provide better service by being more sympathetic to customer problems, be able to adapt to unexpected situations and be more helpful in finding workable solutions. Making customers satisfied is key to our work.

## A.J. Arnold

My New Year's resolution is to improve on my communication and other supervisory skills.

## Ron Olson

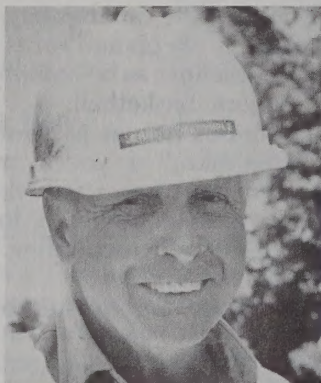
To do the best job I can with what I've got--with the tools, people and budget available. We've got a few irrigation projects coming up, and we're planning for construction of new district offices here in 1988. Overall, I hope things go as well as last year, when it seemed 99 percent of our visitors were pleased with the park.

## Steve Johansen

To get my employee appraisals in on time, and to complete those projects that my supervisor, Larry Jacobson, thought I had forgotten.

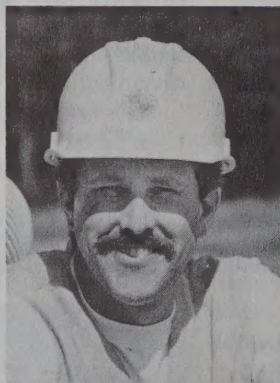
## Cathy Ballard

We have been given a state-of-the-art computer system to use. My resolution is to stay enthusiastic and open-minded as we work with the system through its infancy stages. Any input we provide to help fine-tune the system will benefit other weighmasters who will use the system in the future.



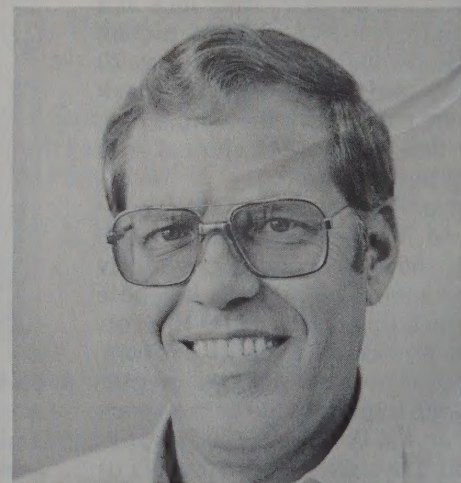
**Jerry Dalrymple**  
Structural Inspector  
Highway Division  
Salem

**Ken Tschiegg**  
Highway  
Maintenance  
Worker 2  
District 3  
Landscape Crew  
Salem



**Donna Greenfield**  
Motor Vehicles Representative 1  
DMV Field Office  
Pendleton

**Marilyn Vinas**  
Validations Unit  
Supervisor  
Motor Vehicles Division  
Salem



**Bob Aldrich**  
Region 3 Construction Engineer  
Highway Division  
Roseburg

## Jerry Dalrymple

I don't normally make resolutions. I suppose that, in 1988, I'll try not to be more than five minutes late to work and budget my time a little more efficiently. Generally, I hope to keep things going smoothly with the contractor on the Mission Street project. I also hope to have fun.

## Ken Tschiegg

To try to do my job efficiently and do quality work. I'm currently taking landscape courses at Chemeketa Community College, and perhaps I'll work toward getting a certified landscape license. Sometime in the future, I'd like to earn a spray license. I don't know--I usually don't make New Year's resolutions.

## Donna Greenfield

It would be nice to be considered the most popular MVR in Eastern Oregon and to improve customer relations in our office. We're doing well so far, and we would like to win the PRIDE Award for the Pendleton office.

## Marilyn Vinas

Basically, I would like to spend more time listening to the employees I supervise and be more sensitive to their needs.

## Bob Aldrich

We will be starting a big project--the Siskiyou project--which will be well over \$20 million, and I plan on taking a more proactive approach in resolving problems and claims as they occur, instead of at the end of the project.